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SECURITY INFORMATION

COUNTRY East Germany REPORTTOPIC Schorfheide Airfield. 50X1-HUM

EVALUATION _____ PLACE OBTAINED _____ 50X1-HUM

DATE OF CONTENT _____

DATE OBTAINED _____ DATE PREPARED 20 October 1953

REFERENCES _____

PAGES 4 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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1. After July 1952, a German construction superintendant was in charge of the three construction staffs, i.e. for concrete constructions, earth works and above ground construction at Schorfheide airfield. Construction orders and money were received from the Soviet Air Force Construction Department in Werder. Major Olaynik (fnu) was in charge of the Schorfheide airfield project. Construction work itself was supervised by a Soviet construction staff from Leipzig. The following officers belonged to this staff. Lieutenant Colonel Khomotov (fnu), chief, Lieutenant Colonel Yelesov (fnu), chief engineer, Lieutenant Colonel Alesteyev (fnu), administration, Major Kovbassa, (fnu), machines and tools and Major Sharov (fnu) above ground constructions. It was believed that the runway would be completed before 1 October 1953 which had been fixed as target date.
2. The Soviet construction staff had moved up the completion date of Schorfheide airfield which originally was set for October 1955.
3. By early September 1953, the concreting of the runway was completed and only the joints between the individual slabs had still to be filled and cracked slabs to be repaired.
4. On the night of 7 to 8 September 1953, the temporary HO-building and its stocks were destroyed by fire. It was assumed that the fire was caused by sabotage.
5. The concreting of the runway was completed on schedule in early September 1953. After that date the field was cleared and the first railroad rails and construction tools were moved from the construction site. A ditch leading along the northern edge of the runway was dug as deep as the concrete layer. The bottom of the ditch was compacted and then the ditch was filled with coarse edged gravel. Another ditch of this type was allegedly to be dug along the southern edge of the runway. On both sides of the runway, 30 meter strips were being leveled and prepared for sodding.
6. After early September, all efforts were concentrated on the construction of the taxiways. All concreting machines were employed for this purpose. Mushroom-shaped hardstands were staked out and leveled on both sides of the taxiways, which

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branched off at right angles from the east and west end of the runway. Two roads, parallel to the taxiway and about 14 meters apart from it were extended into the field. The concrete surface, 15 centimeters thick which had been applied manually was completed on 12 September 1953.

7. Samples of concrete were tested in a temporary building located in the middle between runway and taxiway north of the cement containers. Only Soviet and German engineers and technicians had access to this area. In front of the temporary building German workmen prepared concrete samples which were 20 x 20 centimeters. The samples were treated like the concrete slabs of the runway for a couple of days and were tested for pressure resistance. The water and cement contents of the concrete samples was frequently changed. In the cement containers, the various shipments of cement were stored separately and places indicated the date of arrival and origin of shipment. All cement had come from Karlsdorf.
8. On the night of 7 to 8 September, the temporary building of the HO building burned down. The area was then surrounded by an improvised fence and guarded by VP. SSD personnel participated in the investigations into the cause of the fire. The day before the fire, large amounts of money were received by the HO and it was rumored that the building was burned down to disguise a robbery.
9. A construction site, which could not be seen from the Gross Doelln - Zehdenick road, was located between Grunewald and Kurtschlag. A forest road branching off from the aforementioned road lead through Jagen 103 (forest district) to the construction site. The workers were daily taken there by bus. Two prefabricated buildings were already completed at the construction site, and more such buildings and a road were under construction. [redacted] a fuel or ammunition depot was concerned. 50X1-HUM
10. In early September 1953, the concreting of the runway was completed and the joints between the concrete slabs were being filled with bitumen. The concreting of the taxiway was delayed by the breakdown of one of the concreting machines. 50X1-HUM
11. Work on the road leading to the fuel depot was discontinued in early September. Six pits had already been dug out at the construction site.
12. About 150 meters south of the Grunewald-Cöllinsee field-path a road was built through the woods from the Vietmannsdorf - Gross Doelln highway. This road extended in an easterly direction to a loading ramp. The completed part of the road was four meters wide and had a concrete cover of 15 centimeters. The distance between the southern edge of this road and the crossing point of the tracks with the Vietmannsdorf - Gross Doelln road was 30 meters.
13. It was previously reported that boards were erected beside the spur track. Board 11,3 was 20 meters east of the Vietmannsdorf - Gross Doelln road, board 11 was located at the branch of the spur track leading to the cement used in the north, which in turn was located 375 meters west of the Vietmannsdorf - Gross Doelln road.
14. In early September 1953, the temporary HO building burned down. The fire broke out around midnight and could not be extinguished. All stocks were destroyed by the fire. Carpenters rescued the chief of the HO store and the female employee from the flames. Investigations were initiated because sabotage was suspected.

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15. [redacted] it was planned to complete as much concreting work as possible before the beginning of cold weather. Work was to be started on the construction of a northern taxiway, which was to be built in the same way as the southern taxiway. During the winter concrete components for revetments are to be produced. 50X1-HUM
16. On 11 September, Construction Superintendant Koetz (fnu), personnel chief Sitzig (fnu) and 25 construction workers, among them the so-called best workers, went to a special meeting in the Prenzlau district. Grotewohl attended this meeting and spoke during the demonstration. The Minister President subsequently received some of the workers [redacted] 50X1-HUM
- [redacted] Grotewohl was surrounded by several detectives. 50X1-HUM
17. By 19 September, about half of the joints between the concrete slabs of the runway had been filled with bitumen. Starting in the east the excavation along the northern edge of the runway had been filled with coars gravel while the excavations along the southern border of the field were being levelled and rolled. During this work it was determined that some of the concrete slabs of the runway were only 36 to 37 centimeters thick. The Soviet construction staff demanded that these slabs be removed and that new slabs be cast. [redacted] 50X1-HUM
18. The concreting of the taxiways was being continued. Each taxiway consisted of three concrete lanes each 7.4 meters wide. By 19 September the outer concrete strips were concreted on the taxiways extending from the ends of the runway and on the north-south taxiway in Jagen 190. The north-south taxiway in Jagen 194 was completed except for the second half of the middle section. On the east-west taxiway the concrete strip along the southern edge was concreted except for the space needed for the spur track. Along the northern edge the concrete strip was completed from the east up to the north-south taxiway in Jagen 190 and from the west up to the spur track. Two roads, 15 meters wide, were under construction from the ends of the runway, parallel to the taxiways, in the direction of the field. The distance between these roads and the taxiways was about 15 meters. The concreting of the hard stands had not been started as yet.
19. Work on the fuel dump located in the northern portion of Jagen 162 were continued, and excavations for a second fuel dump located just north of the spur track in the northern part of Jagen 158 were started. Both fuel dumps were to be connected by a road running parallel to and 25 meters distant from the railroad track.
20. A guard house was completed near the technical depot located in Reiersdorfer Forst, about two kilometers west-southwest of Grunewald. The administration building under construction was half completed. The construction site was located in the woods about 700 meters north of the Gross-Doelln Zehdenick road and just west of the way leading to Storkow. In the woods each of the road, about 800 meters north of the building, four clearings were established and levelled the distance between the individual clearings being about 200 meters. Members of the construction staff stated that permanent storage buildings probably for bombs were to be erected there.

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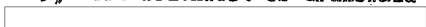
21. Between 8 February and 16 September 1953, incoming material shipments, included 42,761.76 tons of Portland cement, 54,566.99 tons of 7/15 gravel, 72,823.24 tons of 15/30 gravel and 215,599.16 tons of small grain gravel.

1.  Comment. Except for Major Kovbassa, all officers were previously reported as having these assignments.

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2.  Comment. The present report confirms and supplements previous information.

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The technical depot is located in Jagen 103, west-southwest of Grunewald and not Jagen 103 northeast of Kurtzschlag. 

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